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UP-TOWN OFFICE, BROAD-STREET PHARMACY, 619 EAST BROAD STREET.
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WEDNESDAY, JUNE 29, 1898.

FRIENDS OF THE DISPATCH WOULD DO US A FAVOR BY INFORMING US OF ANY FAILURE ON THE PART OF NEWSDEALERS, OR NEWS-BOYS ON RAILROAD TRAINS, TO MEET THE PUBLIC DEMAND FOR COPIES OF THIS PAPER. INFORMATION IS ALSO DESIRED BY US OF THE DELINQUENCY OF ANY CARRIER OF OURS IN RICHMOND, MANCHESTER, OR ELSEWHERE.

THE ARGUMENT OF COST.

Our war with Spain is costing us \$2,000,000 per day, or at the rate of \$720,000,000 per year. Putting our population at 750,000, which is a fair estimate, that is \$10 per year for every man, woman, and child in the United States. This calculation is on the basis of appropriations already made for war expenditures to the end of next December. To meet bills current and future, the Treasury has been authorized to borrow \$400,000,000 by issuing bonds, and \$100,000,000 by means of short-time notes, and new taxes have been levied aggregating \$150,000,000 per annum. That the Treasury will borrow to the full limit of its authority and that a way will be found to spend the money is hardly to be questioned. Indeed, it was in haste to issue a call for \$100,000,000 of the bonds before there was any real necessity for so doing. Nor is it to be questioned that the proceeds of the increased taxation will be spent as fast as they are gathered in, and that in any event the burden of the increase will continue to harass the masses for some years after the war closes.

As we have frequently said, we must fight the war to a complete triumph for American arms and to the accomplishment of the work we set out to accomplish, no matter what the cost. The burdens necessary to be borne in the attainment of that consummation must be borne cheerfully and bravely. But all other considerations aside, and viewing the matter simply from the standpoint of dollars and cents, the facts and figures we have presented should call a halt to imperialism.

What would be the cost of imperialism entirely apart from administrative expenses—that is, as affecting our naval and our military establishments, including our pension system? That the materialization of the policy of expansion would necessitate a great increase in our standing army and a corresponding increase in our navy, is not a debatable question. At the lowest we would have to double both.

In 1897, the War Department expenditures, exclusive of river and harbor improvement, footed up \$28,000,000. Double that and we have \$56,000,000. For the same year the naval appropriations amounted to \$55,000,000. Double that and we will not get out under less than \$100,000,000. Here is an annual cost of our military and naval establishments, on a peace basis, and not counting pensions, of \$100,000,000. Now, add pensions, and we take up the present figures of \$125,000,000, although these are destined to increase as the result of the war, and we have for the two establishments, a grand total of \$225,000,000 a year. As the total cost of the British army and navy, including pensions, is set down for the year 1897-'98 at about \$200,000,000, the comparative figures show in favor of Great Britain the enormous difference of \$25,000,000. Again, the estimated army and marine budget of France for 1898 is about \$185,000,000, and that of Germany, \$164,000,000—a total of \$349,000,000, or only \$25,000,000 less than what is a reasonable estimate of the American army and navy expansion budget. How do the tax-payers like the prospect of having to meet the above bills and the bills for Colonial administration in addition to paying the actual expenses of the war?

THE ONLY CASE.

Richmond is the only city in the United States so far as we know, that doesn't wish mail-cars to be run upon her street-railway lines. All the rest of the cities, big and little, want mail distributing cars on their lines. And not only does Richmond object to anything of the kind being done here, but our City Council has passed a resolution asking the congressional committee to wait upon the Postmaster-General and urge him to abstain from putting into operation here the street railway postal-cars aforesaid.

What in the world is the matter with Richmond? Why this "kick" against the government's enterprise? We may ask.

The answer is easy and simple. According to a decision rendered here by the United States Circuit Court of Appeals in a certain telephone case, it follows that if postal-cars are put upon our street-car lines, our city's authority over those lines may cease altogether. That being the case—that certainly being the fear felt—our Council has concluded it would rather continue to exercise power over the street-car lines (especially as an important franchise is soon to expire), than have postal-cars on the electric lines.

And so the case stands. Richmond begs the government not to get her into trouble by doing what the Postmaster-General might otherwise consider would be an agreeable service to us.

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CRANK INVENTORS.

The St. Louis Republic, in a recent issue, comments on the myriads of cranks and crank inventors who have made their appearance since the beginning of the present war, and asserts that their freaks are innumerable as the sand upon the seashore. The Secretary of War and other high officials, according to the Republic, are literally deluged with all possible and impossible contrivances, and even the Commissary Department comes in for a share of these strange productions. One man has actually invented "bouillon capsules," which can be "swallowed on the march, and with the addition of a little water from the canteen, will suddenly fill the stomach with rich, delicious soup." Samples of "yellow pills," warranted to be an unfailing cure for the "yellow Jack," have been received, and even "Paris green" tablets, for the purpose of destroying insects, are tendered.

While the two last-mentioned inventions, if really up to specifications, would doubtless be of great value, we hardly imagine that the "bouillon capsules" will prove popular. They may "fill the stomach with a rich, delicious soup," but they do not offer any pleasures while in transitu. One might as well swallow quinine pills when hungry, for the bouillon capsules ignore the sense of taste and hurry to reach their destination without halting by the wayside. A United States soldier is not built on the plan of a cow or camel, and would find but little pleasure in post-prandial rumination. Moreover, there appears to be no definite way of calculating the expansive powers of these marvelous pellets.

But after all, the crank needs watching. The worst part about him is that when you least expect it he really accomplishes some great feat and makes himself famous. "Pudd'n' head Wilson," in his New Calendar, sagely asserts that every man with original ideas is a crank until he puts those ideas into successful execution, then he becomes a genius. And this is dangerously near the truth, as many successful men can testify. So, we believe in giving the crank a hearing, though this is our busy day, and we, ourselves, cannot just now practice what we preach.

STIGSBEE seems to have met Spain's Terror and made it anything but terrible in short order. He probably remembered the Maine.

Smith Key, in Santiago harbor, is but the beginning, probably, of a good deal of Americanizing of Spanish names and places that is to come.

The Eastern Squadron will, of course, have the opportunity to write itself in history as the Great Eastern Squadron.

And now we will worry Spain's home coast by the old Harry.

THE RACE FOR THE POLE.

Captain Sverdrup, who commanded the Fram during the Nansen expedition, sailed Friday on an Arctic voyage in that vessel, which has been to some extent remodelled for the venture. Captain Sverdrup proposes to winter on the northwest coast of Greenland, and goes prepared for a four-years' stay in the frozen zone. He is accompanied by a full corps of scientists, who will make a careful study of Arctic life-conditions, and phenomena, varying their pursuits with sledge journeys to the most extreme points attainable.

As far as known, Captain Sverdrup has not announced, as has Peary, his intention of reaching the North Pole or doing the attempt, but it is understood that he will make a very vigorous effort to get there, and, consider' his experience in Arctic voyaging, the world will not be very much surprised if he succeeds. Nansen left but a comparatively small gap between his farthest north and the pole, and it is pretty generally conceded that no living man is better equipped than Sverdrup to close that gap.

The Peary expedition will sail in the Windward about the middle of July, and it is the plan of the leader of the expedition to make progress northward from his wintering place by establishing a series of mail villages, or stations. As it is understood that Peary and Sverdrup will winter in about the same latitude and the actual start for the pole will be an even one, and the race decidedly interesting.

THE MINNEAPOLIS.

She is to sail South—Other Naval Notes.

NORFOLK, VA., June 28.—(Special.)—The cruiser Minneapolis will sail south just as soon as the force of shipyard men at work on her condensers and boilers complete their work, which will be about Wednesday or Thursday. The cruiser San Francisco and the rail Kahuahine left Boston together yesterday. The Pacific sailed from New York, and the torpedo-boat Gwin left Philadelphia for Hampton Roads. All of these vessels are now heading south at full speed, and it is possible that they will proceed from Hampton Roads to either Key West or off Havana in a body. Commodore Howell was in command of the patrol squadron, which is now officially disbanded, and it is possible that these ships will take their places in either the blockading squadron, or form a part of the flying squadron which is to sail for the Spanish coast.

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NEWPORT NEWS.

Firemen's Convention Will Be Held—A Drowning Mystery.

NEWPORT NEWS, VA., June 28.—(Special.)—President W. K. Stow, Jr., of the Virginia Volunteer Firemen's Association, to-day notified Secretary George Cumming, of Portsmouth, to inform the annual convention of the association, which is to be held in this city September 28th, 29th, and 30th.

The Newport News Baptist church is making extensive arrangements for the convention of the Dover Baptist Association, which is to be held in this city September 28th, 29th, and 30th.

Mass-meetings will be held in the words of the city Thursday evening for the purpose of electing delegates to the Democratic congressional convention for the Second District, which will meet at Ocean View, July 6th. There is no longer a contest for the Democratic nomination, and he will be endorsed. Little interest is manifested in the ward meetings, and hardly a corporal's guard will turn out in any of the wards. Dr. Bryant's many friends here are doing nothing whatever in the interest of his candidacy.

As stated in this correspondence to-day, Dr. Crawford and Mr. J. H. Bonnell were elected delegates to the Ocean View convention of the Democrats of Warwick county. The other faction of the party in the county, which held a primary election, named the following delegates: J. W. Bunting and S. C. Curtis. The larger number of delegates, however, are in favor of Dr. Crawford, who is the recognized leader, will be recognized at Ocean View without doubt.

Shortly before 1 o'clock last night the body of a white man was discovered by the captain of a passing tug floating in the Chesapeake bay near the Rip Kaps. It was towed ashore and placed on the Old Point pier. Coroner Jones was notified and after carefully examining the body, he was informed that it was that of John Anderson, who is said to have jumped overboard from the schooner Harry and Grace Reynolds. The death of Anderson is surrounded by mystery, which the authorities are anxious to clear up.

The body of a boy named Williams, son of York Williams, of Phoebus, floated ashore near the Chesapeake and Ohio trestle, this morning. The boy, who had been bathing yesterday afternoon, was found by a passing tug.

Leutenant Hillyer, recruiting here for the Fourth Virginia Regiment, sent ten more men to Jacksonville this morning. Mr. Joseph Cammahan, who was shot in the chest three days ago by Mr. Richardson, and who was thought to be fatally wounded, was up and about to-day, and there is now no doubt about his recovery. He denies that his wound is impaired. His return will not be tried until the next day of the court.

WED IN PETERSBURG.

Mr. George A. Sinclair and Miss Helen Robinson.

PETERSBURG, VA., June 28.—(Special.)—Mr. George Alfred Sinclair and Miss Helen McGregor Robinson were married this morning at 2:30 o'clock in the Tabernacle Presbyterian church, Rev. J. W. Roseboro, D. D., officiating. It was a very beautiful and impressive ceremony, and was witnessed by a large assemblage of the friends and acquaintances of the bride and groom.

Mr. Sinclair is a son of the late Peter Sinclair, wholesale and retail stationer, of Quebec, Canada. He has for a number of years been in the employ of the Associated Press, where, by his telegraph, and is at present with that great news-gathering association in that capacity. In Richmond, where he and his bride will reside, for some time he was stationed in Petersburg, where, by his uniform, he was known as "the telegraph man."

The bride is the daughter of Dr. C. V. Robinson, one of the most prominent members of the Presbyterian church in Petersburg, and a young lady of beauty and culture, and her charming grace and manners have rendered her a great favorite.

The bridal party entered the church (Lohengrin). During the marriage ceremony, the sweet, soft strains of "Call Me Thine Own" floated through the church from the organ.

The ushers were Messrs. John Calvert and James Clift, of Richmond, and Valon Robinson and Holmes Bolesae, of Petersburg.

Miss Catherine F. Spotswood, of Petersburg, acted as maid of honor, attired in white organdie, flowers, and sweet peas. The bride was attired in the latest tailor-made dress, cloth, hat, and train.

After many happy but cordial congratulations, Mr. and Mrs. Sinclair left at 4 o'clock for their honeymoon.

The music on the occasion was very beautifully and skillfully rendered by Miss Lucy W. Wiggins.

The bride was the recipient of many very beautiful presents.

Mr. Maurice A. Finn, a well-known and popular restaurateur of this city, and his wife, Mrs. Finn, who is the daughter of Mr. J. H. Robinson, were married this morning at 9 o'clock, at St. Joseph's church, Rev. Father O'Farrell officiating. The couple left for the North on their bridal trip.

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Mr. Sinclair is a son of the late Peter Sinclair, wholesale and retail stationer, of Quebec, Canada. He has for a number of years been in the employ of the Associated Press, where, by his telegraph, and is at present with that great news-gathering association in that capacity. In Richmond, where he and his bride will reside, for some time he was stationed in Petersburg, where, by his uniform, he was known as "the telegraph man."

The bride is the daughter of Dr. C. V. Robinson, one of the most prominent members of the Presbyterian church in Petersburg, and a young lady of beauty and culture, and her charming grace and manners have rendered her a great favorite.

The bridal party entered the church (Lohengrin). During the marriage ceremony, the sweet, soft strains of "Call Me Thine Own" floated through the church from the organ.

The ushers were Messrs. John Calvert and James Clift, of Richmond, and Valon Robinson and Holmes Bolesae, of Petersburg.

Miss Catherine F. Spotswood, of Petersburg, acted as maid of honor, attired in white organdie, flowers, and sweet peas. The bride was attired in the latest tailor-made dress, cloth, hat, and train.

After many happy but cordial congratulations, Mr. and Mrs. Sinclair left at 4 o'clock for their honeymoon.

The music on the occasion was very beautifully and skillfully rendered by Miss Lucy W. Wiggins.

The bride was the recipient of many very beautiful presents.

Mr. Maurice A. Finn, a well-known and popular restaurateur of this city, and his wife, Mrs. Finn, who is the daughter of Mr. J. H. Robinson, were married this morning at 9 o'clock, at St. Joseph's church, Rev. Father O'Farrell officiating. The couple left for the North on their bridal trip.

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